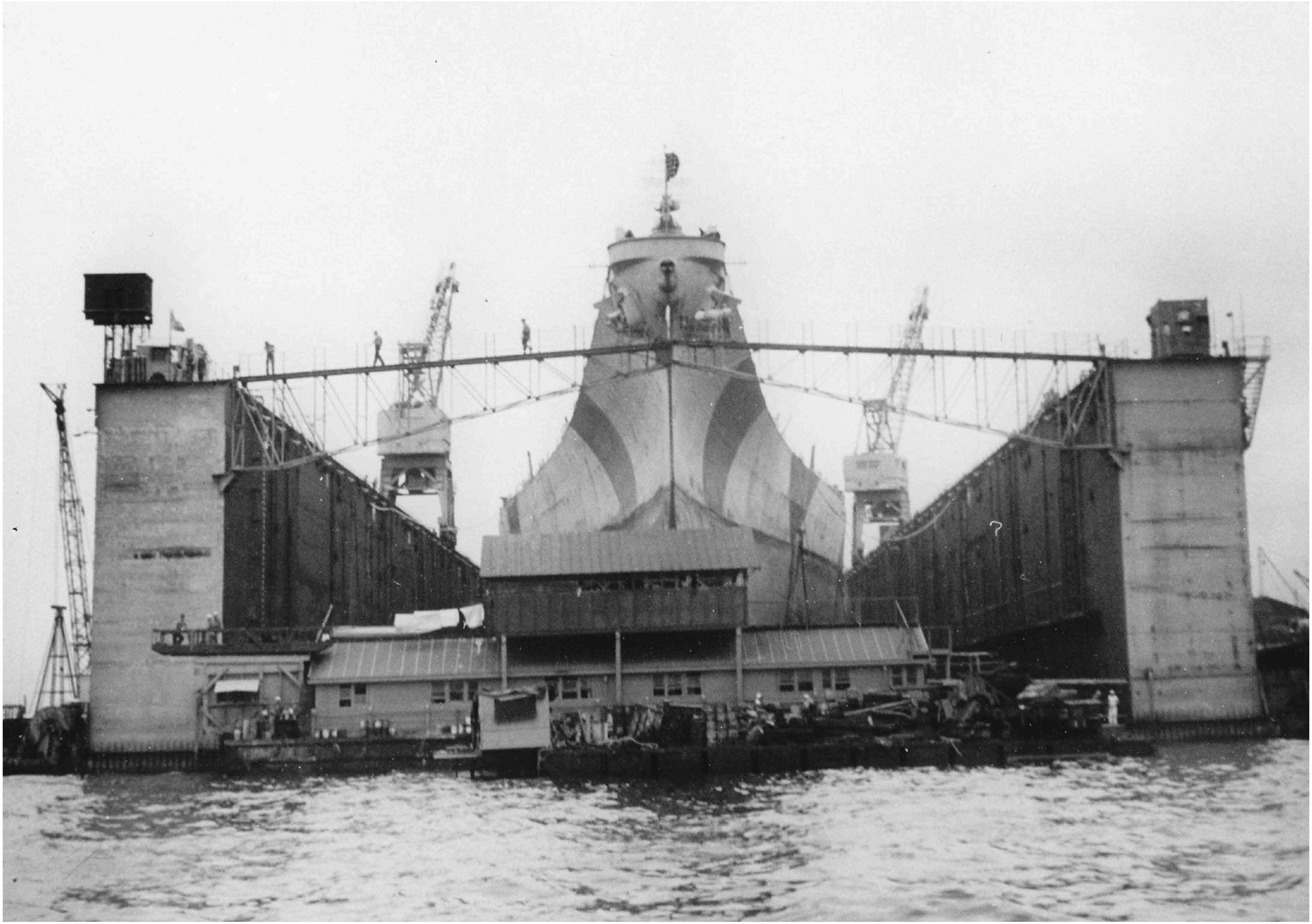
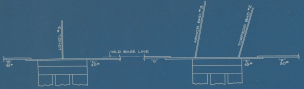
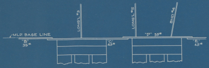
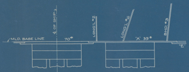



LONG'L #3
ARMOR BHD. #3
TORPEDO BHD. #2
MLD. BASE LINE
"B" 35#
"C" 45#
"C"
"E" 45#
"F" 30#

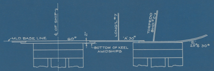
DETAIL OF PIERS AT FR. 121
LOOKING AFT
SCALE: 1/2" = 1 FT.


LONG'L #3
LONG'L #5
BHD #4
MLD. BASE LINE
"B" 35#
"C" 45#
"D" 35#
"E" 45#

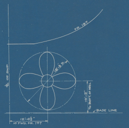
DETAIL OF PIERS AT FR. 76
LOOKING AFT
SCALE: 1/2" = 1 FT.


℄ OF SHIP
LONG'L #2
LONG'L #6
BHD #3
MLD. BASE LINE
70#
"A" 35#
"E"

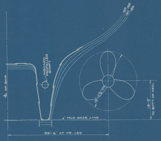
DETAIL OF PIERS AT FR. 43
SCALE: 1/2" = 1 FT.


℄ OF SHIP
LONG'L #7
TORPEDO BHD #2
MLD. BASE LINE
60#
2"
"A" 30#
BOTTOM OF KEEL AMIDSHIPS
"E" 25# & 30#

DETAIL OF PIERS AT FR. 34
SCALE: 1/2" = 1 FT.

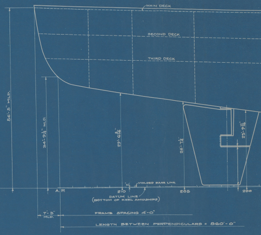

FR. 197
℄ OF SHIP
18'-3" D.
10'-2" TO BOTT. OF KEEL
BASE LINE
12'-4 1/2"
10" FWD. FR. 197

SECTION IN WAY OF INBOARD PROPELLERS


189 188
187 186
℄ OF SHIP
INBOARD PROPELLER SHAFT
18'-7 1/2" DIA.
12'-2" TO BOTT. OF KEEL
MLD. BASE LINE
32'-6" AT FR. 189

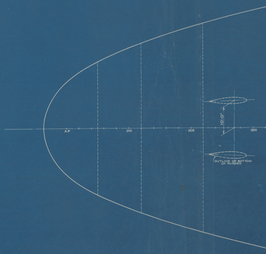
SECTIONS AT FRS. 186-189

SCALE: 1/8" = 1 FT.

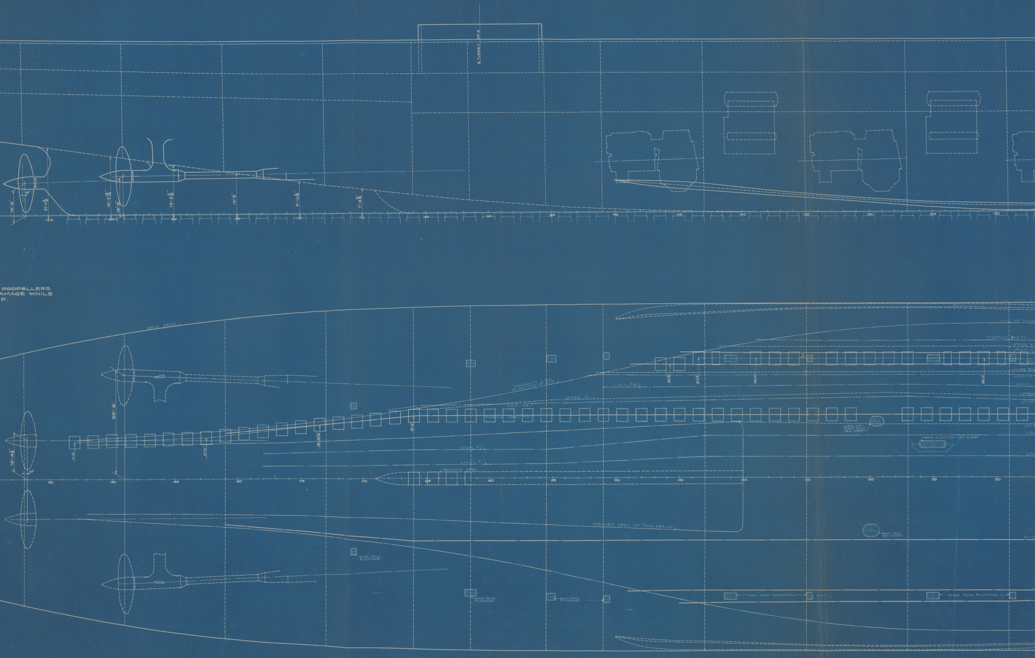

MAIN DECK
SECOND DECK
THIRD DECK
56'-5" MLD.
34'-9 1/4" MLD.
29'-6 3/16"
26'-7 1/4"
25'-9 11/16"
A.P.
210
205
200
2"
MOLDED BASE LINE
DATUM LINE (BOTTOM OF KEEL AMIDSHIPS)
7'-3" MLD.
FRAME SPACING 4'-0"
LENGTH BETWEEN PERPENDICULARS = 860'-0"

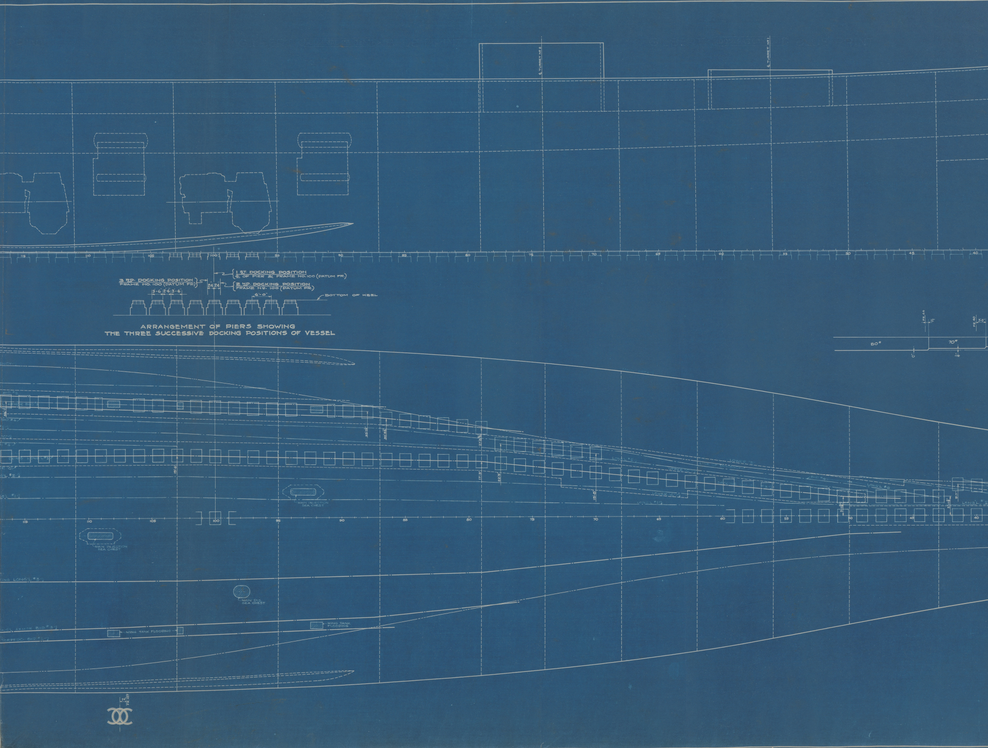
CAUTION

BLOCKS IN WAY OF RUDDER AND
TO BE REMOVED TO PREVENT DA
DOCKING DUE TO TRIM OF SH

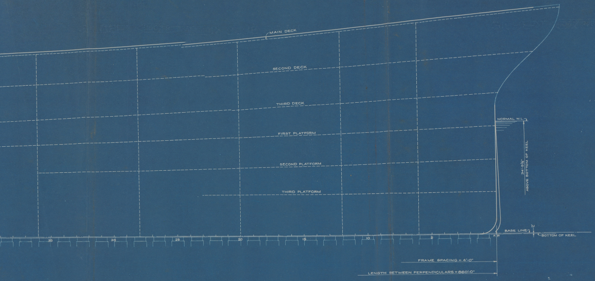

A.P.
210
205
200
10'-0"
OUTLINE OF BOTTOM OF RUDDER

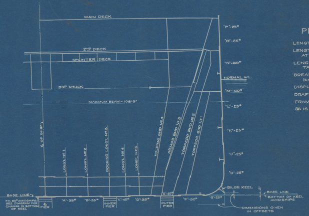
PROPELLERS
AMAGE WHILE
P.


℄ TURRET #3
10'-2"
10"
21'-0¾"
18'-2 15/16"
12'-2"
15'-5 5/8"
12'-8"
9'-10 7/8"
7'-4 5/8"
195
190
185
180
175
170
165
160
155
150
145
140
135
130
125
120
MAIN DECK
32'-6"
12'-4½"
11'-6"
12'-10"
16'-10 3/8"
TANGENCY LINE OF BOTTOM OF SHIP
LONG'L #5
UPPER "C"
LONG'L #4
DOCKING LONG'L #3
LONG'L #2
LONG'L #1
DOCKING KEEL
35'-8"
37'-0½"
36'-10"
INBOARD HEEL OF TWIN KEELS
MAIN DECK
BILGE KEEL
LINE OF TANG
TORPEDO BHD #1
UPPER "E"
TORPEDO
LOWER "E"
HOLDING
LONG'L
UPPER
LONG'L
LOWE
LONG
LONG
MAIN CIRC. PUMP SUCT. SEA CHEST
MAIN INJECTION SEA CHEST
MAIN DIS. SEA CHEST
DOCK
WING TANK FLOODING
WING TANK FLOODING
WING TANK FLOODING
WING TANK FLOODING
WING TANK FLOODING
6
5


℄ TURRET Nº 2
℄ TURRET Nº 1
115
110
105
100
95
90
85
80
75
70
65
60
55
50
45
40
1 ST. DOCKING POSITION
℄ OF PIER & FRAME NO. 100 (DATUM FR.)
3 RD. DOCKING POSITION
FRAME NO. 100 (DATUM FR.)
2 ND. DOCKING POSITION
FRAME Nº. 100 (DATUM FR.)
24
24
3'-6"
2'-6"
3'-6"
6'-0"
BOTTOM OF KEEL
80#
70#
FR. 44
FR. 40
12"
3'-0"
BHD. #2
L. ARMOR BHD. #3
BHD. #4
DOCKING LONG'L #3
LONG'L #2
LONG'L #1
15'-6"
LONG'L #5
LOWER "E"
LINE OF TANGENCY
UPPER "C"
BHD. #4
DOCKING LONG'L #3
LONG'L #6
LOWER "C"
LONG'L #1
LONG'L #2
19'-6"
9'-7"
5'-11⅜"
MAIN INJECTION SEA CHEST
MAIN INJECTION SEA CHEST
MAIN DIS. SEA CHEST
DOCKING LONG'L #3
LONG'L ARMOR BHD. #3
TORPEDO BHD. #2
WING TANK FLOODING
WING TANK FLOODING
FR. 107

ARRANGEMENT OF PIERS SHOWING THE THREE SUCCESSIVE DOCKING POSITIONS OF VESSEL


MAIN DECK
SECOND DECK
THIRD DECK
FIRST PLATFORM
SECOND PLATFORM
THIRD PLATFORM
NORMAL W.L.
34'-9¼" ABOVE BOTTOM OF KEEL
BASE LINE
BOTTOM OF KEEL
F.P.
35
30
25
20
15
10
5
FRAME SPACING = 4'-0"
LENGTH BETWEEN PERPENDICULARS = 860'-0"


MAIN DECK
2ND DECK
SPLINTER DECK
3RD DECK
MAXIMUM BEAM = 108'-3"
"P"-25#
"O"-25#
"N"-30#
NORMAL W.L.
"M"-30#
"L"-25#
"K"-25#
"J"-25#
"H"-25#
℄ OF SHIP
LONG'L No 1
LONG'L No 2
DOCKING LONG'L No 3
LONG'L No 4
LONG'L No 5
HOLDING BHD No 4
ARMOR BHD No 3
TORPEDO BHD No 2
TORPEDO BHD No 1
BILGE KEEL
BASE LINE
BOTTOM OF KEEL AMIDSHIPS
F.K. 60# AMIDSHIPS. SEE DIAGRAM FOR CHANGE IN BOTTOM OF KEEL
℄ PIER
"A"-35#
"B"-35#
INNER PIER
"C"-45#
"D"-35#
"E"-45#
OUTER PIER
"F"-30#
"G"-25#
DIMENSIONS GIVEN IN OFFSETS

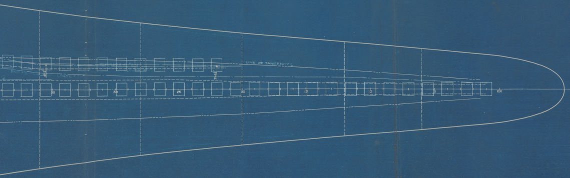
SECTION AT FR. 121
SHOWING EXTREME BEAM
SCALE 1/8" = 1'-0"

PRINCIPAL DIMENSIONS

LENGTH OVER ALL (MOLDED)
LENGTH BET. PERPENDICULARS AT DESIGNED W.L. (34'-9¼" ABOVE BOTTOM OF KEEL) 860'-0"
LENGTH OVER ALL TAKEN FROM WORK
BREADTH EXTREME TO OUTSIDE OF PLATING APPROX. 108'-3" (EXACT DIMENSION TO BE TAKEN FROM COMPLETED VESSEL)
DISPLACEMENT NORMAL
DRAFT AT NORMAL DISPLACEMENT
FRAME SPACING 4'-0"
⊗ IS 24" AFT OF FRAME 107

FR 30
12"
FR 23
12"
FR 10
12"
60#
60#
50#
40#
40#
30#
30#
BOTTOM OF KEEL

DIAGRAMMATIC LONG'L SECTION THRU FLAT KEEL
VERTICAL SCALE 3" = 1 FT.
HORIZONTAL SCALE 1/8" = 1 FT.


LINE OF TANGENCY
LONG'L 3
35
30
25
20
15
10
5
F.P.

OFFSETS FOR DOCKING

FR.	H.B. SHELL SIGHT EDGES LOWER C	UPPER C	LOWER E	UPPER E	LONG'L No. 3 H.B.	H.B. TORPEDO BHDS. No. 3	No. 2	TANGENCY H.B.	BILGE KEEL OUTER EDGE H.B.	HTS.
4								3-7-3+		
6								4-2-3		
8								4-9-2+		
10								5-3-6+		
12								5-10-2		
14								6-4-4		
16								6-10-5		
18								7-4-3		
20							7-1-6	7-9-4		
22			6-7-0					8-1-7+		
24								8-5-6		
26								8-9-1		
28							7-1-6	8-11-7		
30							7-4-0	9-2-3+		
32							7-6-1+	9-4-6		
34				13-11-7+			7-8-3+	9-7-1		
36			6-7-0	14-7-4+		5-2-7	7-10-6	9-9-4		
38			7-4-3+	15-3-5		6-3-6	9-1-1+	10-0-1		
40			8-1-7	15-11-6		7-4-5	10-3-5	10-3-0		
42			8-11-2+	16-8-6		8-5-4	11-6-0	10-6-1+		
44			9-11-5+	17-6-1+		9-6-3	12-9-3	10-9-6		
46			9-5-0+	18-4-4+	5-3-2	10-7-2	14-1-7+	11-1-7		
48			10-6-3+	19-3-2	5-6-2	11-8-1	15-6-3+	11-7-0		
50	4-3-0	7-4-5+	11-7-5+	20-2-3	5-9-2	12-9-0+	16-10-7	12-1-0		
52	4-3-0	8-4-7	12-8-7+	21-1-6+	6-6-6	14-0-2	18-3-1+	12-8-2		
54	4-4-2	9-5-0	13-10-2+	22-1-2+	7-4-2	15-3-3	19-7-3+	13-4-4+		
56	5-2-2	10-5-1+	14-11-5	23-1-3	8-1-6	16-6-4	20-10-7	14-2-0		
58	6-0-2	11-5-3	16-1-0	24-1-2+	8-11-2	17-9-5	22-2-4	15-0-6		
60	6-10-2	12-5-1+	17-2-2+	25-1-5	9-8-6	19-0-6	23-5-5+	16-0-4		
62	5-5-0+ (P) 7-8-2 (S)	13-4-2	18-3-5	26-1-6	10-6-2	20-3-6	24-8-7+	17-1-2		
64	6-1-5	14-3-2+	19-4-7+	27-1-4	11-3-6	21-6-6+	25-9-1	18-2-6		
66	6-10-1+	15-2-3+	20-6-2+	28-1-2	12-1-2	22-6-7+	26-9-2	19-4-5		
68	7-6-5+	16-1-4	21-7-1	29-0-5	12-10-6	23-4-2+	27-9-2	20-7-0		
70	8-3-2	17-0-4+	22-4-1	29-11-5+	13-8-2	24-1-5	28-6-0	21-9-6+		
72	8-11-6+	17-11-5+	23-1-1	30-10-5+	14-5-6	24-11-0	29-2-4	23-1-4		
74	12-5-6	18-10-6	23-10-1	31-9-1	15-3-2	25-8-4	29-11-2	24-5-5		
76	13-3-0	19-9-6+	24-7-1	32-7-1	16-0-6	26-5-7+	30-8-0	25-10-2		
78	14-0-2	20-5-4	25-4-1	33-4-3+	16-10-2	27-3-3+	31-4-7	27-3-2		
80	14-6-6+	20-11-1	26-1-1	34-1-0	17-4-1	28-1-1	32-1-7+	28-8-5		
82	14-9-0+	21-4-5+	26-10-1	34-8-5	17-6-3	28-10-5+	32-10-7	30-2-2		
84	14-11-2+	21-10-2+	27-7-1	35-2-7	17-8-5	29-8-2	33-8-1+	31-8-0		
86	15-1-4+	22-3-7	28-4-1	35-7-6	17-10-7	30-5-6	34-5-3	33-1-5		
88	15-3-6	22-8-1+	29-0-3	36-0-3+	18-1-1	31-1-6	34-10-7+	34-6-5		
90	15-6-0	22-11-6	29-3-4+	36-4-5+	18-3-3	31-4-7+	35-0-4+	35-11-4	49-4-7	7-11-7
92	15-8-2	23-3-2	29-6-5+	36-8-3+	18-5-5	31-8-1	35-2-2	37-3-2+	50-9-7	6-4-1
94	15-10-3+	23-6-6+	29-9-6+	36-11-6	18-7-7	31-11-2+	35-3-7	38-7-1	51-2-7+	5-2-0
96	16-0-5+	23-10-2+	30-0-7+	37-3-1	18-10-1	32-2-4+	35-6-7	39-10-3	51-6-1+	4-2-5
98	16-2-7+	24-1-7	30-4-1	37-6-4	19-0-3	32-5-6	35-10-0	41-1-1	51-9-1+	3-4-2+
100	16-5-1+	24-5-3	30-7-2	37-9-7	19-2-5	32-8-7+	36-1-1	42-3-0+	52-0-0+	2-7-0+

FR.	H.B. SHELL SIGHT EDGES LOWER C	UPPER C	LOWER E	UPPER E	LONG'L No. 3 No. 3	H.B. TORPEDO BHDS. No. 3	No. 2	TANGENCY H.B.	INBD. KEEL OF TWIN KEELS H.B.	BILGE KEEL OUTER EDGE H.B.	HTS.
102	16-6-0	24-8-7+	30-10-3	38-1-1+	19-4-7	33-0-1	36-4-2	43-4-1		52-2-6+	1-10-2+
104		25-0-0	31-1-4+	38-4-4+	19-6-0	33-3-2+	36-7-3	44-4-0		52-5-4	1-2-3
106			31-4-5+	38-7-7+		33-6-4	36-10-4	45-2-2		52-8-0+	0-7-3+
108			31-7-6+	38-11-2		33-9-6	37-1-5	45-11-1+		52-8-7	0-3-1+
110			31-10-7+	39-2-5		34-0-7+	37-4-6	46-6-4		52-7-5	0-3-0
112			32-2-1	39-6-0		34-4-1	37-7-7	47-0-2+		52-7-3	
114		25-0-0	32-5-2	39-9-2+		34-7-2+	37-11-0	47-4-2		52-9-0	
116		25-1-3+	32-8-0	40-0-5+		34-10-4+	38-2-1	47-6-7		53-0-2	
118		25-3-5+		40-4-0+		35-0-7+	38-5-2	47-8-3		53-4-3	0-3-0
120		25-6-0		40-7-0			38-6-6+	47-9-1+		53-8-5	0-4-2
122		25-8-2+						47-9-0+		53-10-4	0-8-7+
124		25-10-4+						47-8-1+		53-11-2	1-3-3
126		26-0-7						47-5-7+			1-10-4
128	16-6-0	26-3-1						47-1-6			2-5-6+
130	16-7-0	26-2-6+						46-7-2			3-1-1+
132	16-8-4+	26-0-7+						45-10-4			3-8-4
134	16-10-1+	25-11-0						44-11-7			4-3-6+
136	16-11-6	25-9-1		40-7-0			38-6-6+	43-11-5+			4-10-5
138	17-1-2+	25-7-1+		40-8-1+			38-7-5	42-10-0			5-5-0
140	17-2-7+	25-5-2+		40-9-3+		35-0-7+	38-8-7	41-6-5+	17-5-4		5-11-2+
142	17-0-3	25-3-3+		40-10-3+		35-1-1	38-10-3	40-1-3+	17-0-3	53-11-2	6-5-3+
144	16-7-3+	25-1-4		40-11-1		35-1-3	39-0-3	38-6-5	16-7-3+	53-9-7+	7-0-2
146	16-2-4+	24-11-5		40-11-2+		35-1-5	39-2-3	36-10-3	16-2-4+	53-4-1+	7-8-4+
148	15-9-7	24-9-5+		40-10-7+		35-2-4+	39-4-7+	35-1-5	15-9-7	52-4-3	8-6-2
150	15-5-2	24-7-6+		40-10-2		35-5-6+		33-4-7	15-5-2	49-6-5	9-11-2
152	15-0-6+	24-5-7+	32-8-0	40-9-1		35-5-6+		31-8-1	15-0-6+		
154	14-8-4	24-4-0	32-7-7+	40-7-2+				29-11-5	14-8-4		
156½	14-3-1	22-9-4	32-7-1	40-3-6+				27-11-3	14-3-1		
158½	13-10-7+	22-5-4						26-5-0+	13-10-7+		
160½	13-6-6	22-1-4						25-0-0	13-6-6		
162½	13-2-6	21-9-4						23-8-0+	13-2-6		
164½	12-10-7+	21-5-4						22-5-2	12-10-7+		
166	12-8-1+	22-3-5			19-6-0			21-7-0	12-8-1+		
168	12-4-5	21-3-4+			18-9-4			20-5-2	12-4-5		
170	12-1-2	20-4-3			18-1-0			19-4-6+	12-1-2		
172	11-10-0	19-9-7+			17-4-4			18-5-1	11-10-0		
174	11-7-1	19-2-6			16-8-0+			17-6-4	11-7-1		
176	11-4-4+				15-11-6			16-8-6+	11-4-4+		
178	11-2-3+				15-3-3+			16-0-1	11-2-3+		
180	11-0-6+				14-7-1			15-4-3+	11-0-6+		
182								14-9-5+	10-11-5		
184								14-3-4+	10-10-6+		
186								13-10-0	10-10-2+		
188								13-4-4+	10-10-0+		
190								12-11-1	10-10-0+		
192								12-5-3	10-10-1		
194											
196											

ALTERATIONS

MARK	PANEL	MADE BY	CHK'D BY	DESCRIPTION	APP'D BY	DATE

GENERAL NOTES

1.- ALL VERTICAL DIMENSIONS ARE GIVEN ABOVE BOTTOM OF KEEL PLATE AMIDSHIPS.

2.- ALL DRAFT MARKS ARE MEASURED FROM A DATUM LINE, 2" BELOW MOLDED BASE LINE OF SHIP, THE 2" REPRESENTING THE THICKNESS OF FLAT KEEL AMIDSHIPS.

3.- ALL ATHWARTSHIP DIMENSIONS ARE HORIZONTAL HALFBREADTHS AND NOT GIRTHS.

4.- CENTERLINE BLOCKING TO BE ARRANGED IN PIERS OF THREE 14" BLOCKS EACH, THRUOUT THE LENGTH OF KEEL, WITH CLEAR DISTANCE OF 30" BETWEEN PIERS. SIDE PIERS ARRANGED OPPOSITE CENTERLINE PIERS.

5.- FOR 1ST DOCKING: FRAME Nº 100 (DATUM FRAME) IS PLACED OVER ℄ OF A THREE BLOCK PIER.
FOR 2ND DOCKING: FRAME Nº 100 IS PLACED 24" FORWARD OF ℄ OF PIER.
FOR 3RD DOCKING: FRAME Nº 100 IS PLACED 24" AFT OF ℄ OF PIER.
THIS SHIFT IN THREE SUCCESSIVE DOCKINGS PERMITS ACCESS TO ENTIRE SHELL OF VESSEL FOR PRESERVATION WORK. THEREAFTER THE CYCLE IS REPEATED FOR OTHER DOCKINGS.

6.- HARD CAP BLOCKS OF NOT LESS THAN SIX INCHES THICK TO BE USED THRUOUT.

7.- AT LEAST FOUR PIERS WHERE THE PIVOTING LOADS ON LANDING AND LIFTING WILL COME, ARE TO BE CRIBBED TO INSURE STABILITY OF THE BLOCKS AGAINST TIPPING.

8.- ONE OR MORE PIERS SHALL BE SET FORWARD AND AFT OF ALL KEELS TO INSURE SUPPORT IN CASE THE VESSEL IS LANDED FORWARD OR AFT OF THE POSITION INTENDED.

9.- OUTBOARD PIERS UNDER "E" STRAKE P/S TO BE REARRANGED FOR 2ND & 3RD DOCKING POSITIONS TO CLEAR WING TANK OPENINGS.

10.- INSPECT THE RUDDER AND OTHER HOLLOW APPENDAGES IN ACCORDANCE WITH ART. 1122 OF THE CONSTRUCTION & REPAIR MANUAL. IF EVIDENCE OF LEAKAGE EXISTS, REPAIR & AIR TEST IN ACCORDANCE WITH ART. 627 OF THE C.& R. MANUAL.

11.- WHEN THE PIER SYSTEM IS NOT AVAILABLE FOR THE SIDE DOCKING KEELS, THE BLOCKS SHALL BE SPACED 2'-0" CENTERS WITH 15 FEET OF SOLID PACKING AT EACH END.

12.- ALL DIMENSIONS SUBJECT TO FINAL CHECK FROM VESSEL WHEN IN DRY DOCK.

PRELIMINARY

REFERENCES

1. GENERAL SPECIFICATIONS - APPENDIX 16.
2. BU. C.& R. LET. Nº N16-8 (DF) EN7/A2-11 OF SEPT. 9, 1937.
3. " " " " " " S7/S1-3 (TB) EN7/A2-11 OF APRIL 9, 1938.
4. " " " " " " N16-8 (TB) EN7/A2-11 OF MAR. 23, 1939.
5. BU. C.& R. MEMO OF MARCH 23, 1939. "DRY DOCK BLOCKS."
6. BU. C.& R. LET. Nº S7/S1-3 (DS) EN7/A2-11 OF JAN. 15, 1940.

PRINTS

ISSUED TO	DATE	N.P.	B.P.
BU. OF SHIPS			
BU. YARDS & DOCKS		2	2
PEARL H.		2	2
MARE IS.			
P.S.		2	2
CHAR.			
BOST.		2	2
NORF.			
PHIL.			
M-58		2	2
M-60		1	1
M-62			
SHOP 61		1	1

BB61-U.S.S. IOWA
BB62-U.S.S. NEW JERSEY
BB63-U.S.S. MISSOURI
BB64-U.S.S. WISCONSIN
BB65-
BB66-

DOCKING PLAN

PLANNING DIVISION
NAVY YARD, NEW YORK

DRAWN BY J. KEEFE
CHECKED BY
TRACED BY J. KEEFE
IN CHARGE
SCALE: 1/8" & 1/2" = 1 FT.
PRINCIPAL NAVAL ARCHITECT
APPROVED
DATE
ASSISTANT DESIGN SUPERINTENDENT

N.Y. N.Y. Nº BB61-0700AA

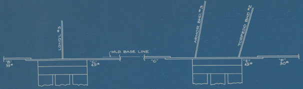
BASIC C.&R. Nº 351753

0700AA

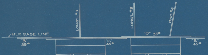
150,553

1400-9.2-61

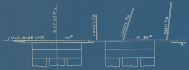
1


LONG'L #3
ARMOR BHD. #3
TORPEDO BHD. #2
MLD. BASE LINE
"B" 35#
"C" 45#
"C"
"E" 45#
"F" 30#

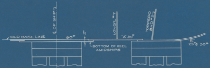
DETAIL OF PIERS AT FR. 121
LOOKING AFT
SCALE: 1/2" = 1 FT.


LONG'L #3
LONG'L #5
BHD. #4
MLD. BASE LINE
"B" 35#
"C" 45#
"D" 35#
"E" 45#

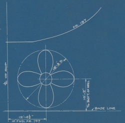
DETAIL OF PIERS AT FR. 76
LOOKING AFT
SCALE: 1/2" = 1 FT.


℄ OF SHIP
LONG'L #2
LONG'L #6
BHD. #3
MLD. BASE LINE
70#
"A" 35#
"E"

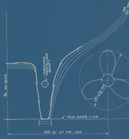
DETAIL OF PIERS AT FR. 43
SCALE: 1/2" = 1 FT.


℄ OF SHIP
LONG'L #7
TORPEDO BHD. #2
MLD. BASE LINE
60#
2"
"A" 30#
BOTTOM OF KEEL AMIDSHIPS
"E" 25# & 30#

DETAIL OF PIERS AT FR. 34
SCALE: 1/2" = 1 FT.

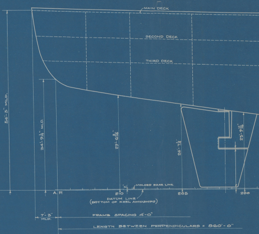

FR. 197
℄ OF SHIP
16'-3" D.
10'-2" TO BOTT. OF KEEL
BASE LINE
12'-4 1/2"
10' FWD. FR. 197

SECTION IN WAY OF INBOARD PROPELLERS


189 188
187 186
℄ OF SHIP
INBOARD PROPELLER SHAFT
18'-7 1/2" DIA.
12'-2" TO BOTT. OF KEEL
MLD. BASE LINE
32'-6" AT FR. 189

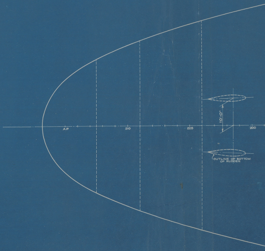
SECTIONS AT FRS. 186-189

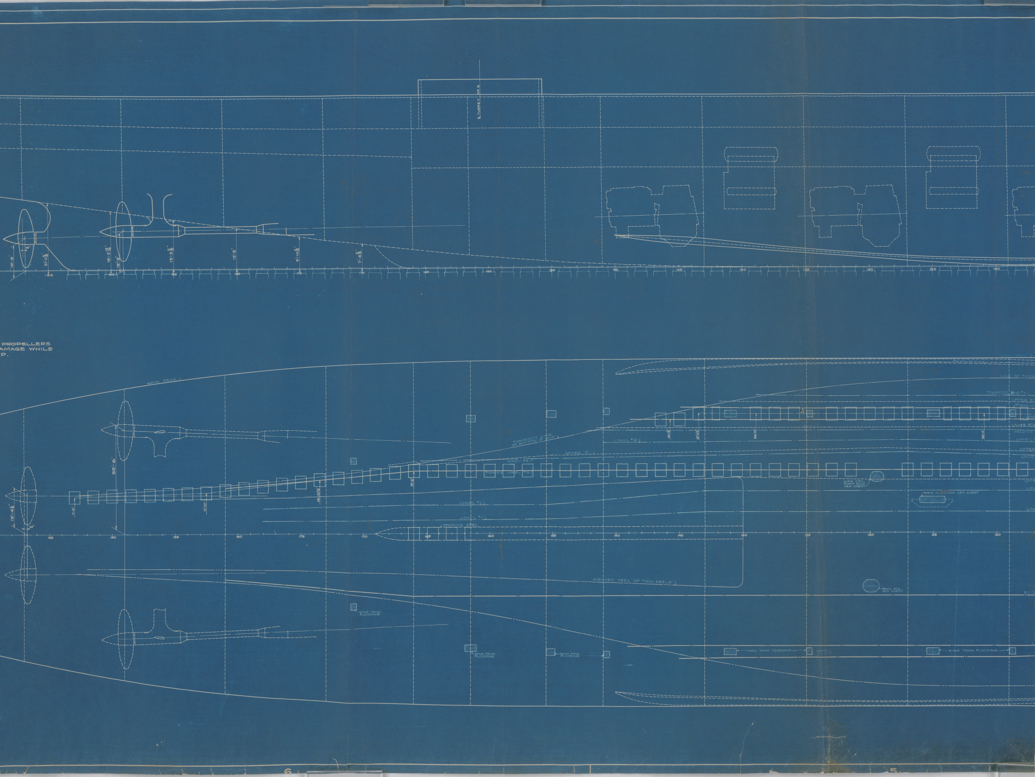
SCALE: 1/8" = 1 FT.


MAIN DECK
SECOND DECK
THIRD DECK
56'-5" MLD.
34'-9 1/4" MLD.
29'-6 3/16"
26'-7 1/4"
25'-9 11/16"
2"
MOLDED BASE LINE
A.P.
210
205
200
DATUM LINE (BOTTOM OF KEEL AMIDSHIPS)
7'-3" MLD.
FRAME SPACING 4'-0"
LENGTH BETWEEN PERPENDICULARS = 860'-0"

CAUTION

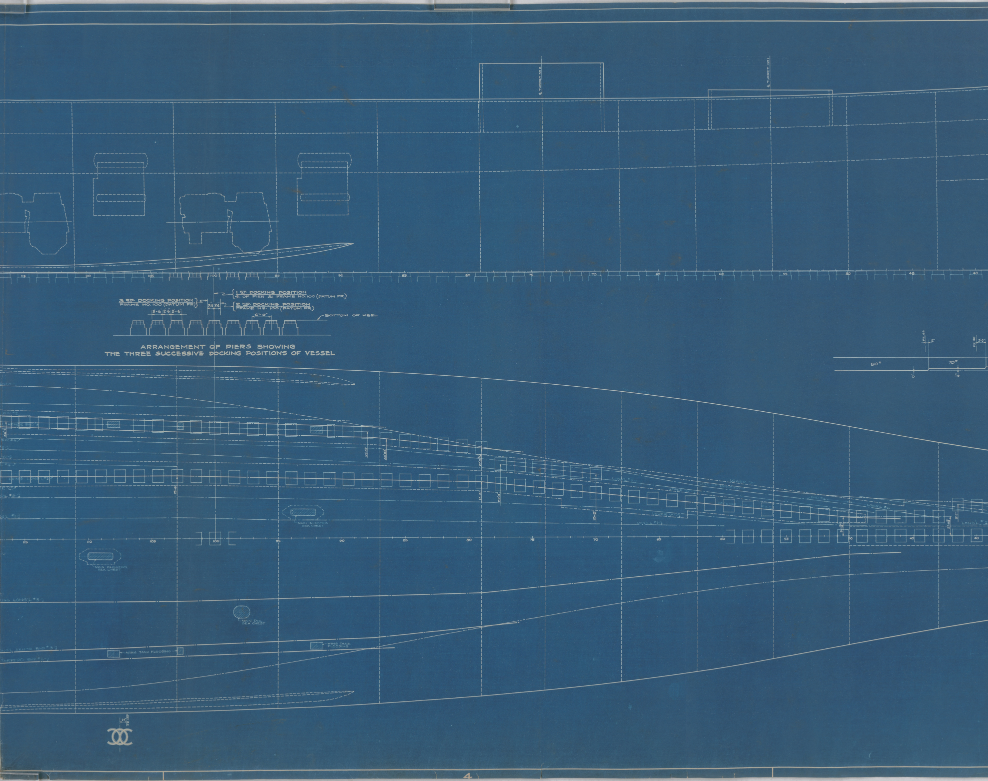
BLOCKS IN WAY OF RUDDER AND
TO BE REMOVED TO PREVENT DA
DOCKING DUE TO TRIM OF SH


AP
210
205
200
10'-0"
OUTLINE OF BOTTOM OF RUDDER

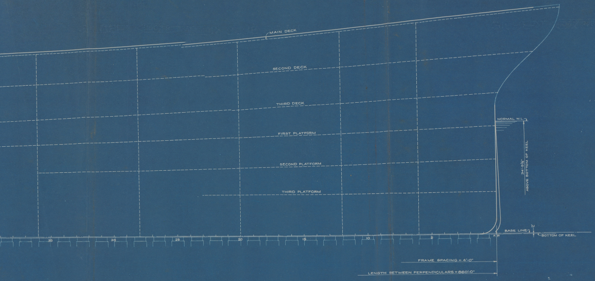


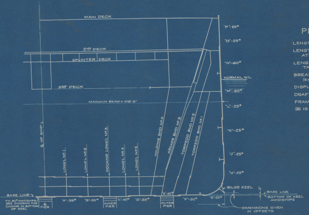
PROPELLERS
AMAGE WHILE
P.

℄ TURRET Nº 3
10'-2"
10"
21'-0 3/8"
18'-2 15/16"
12'-2"
15'-5 5/8"
12'-8"
9'-10 7/8"
7'-4 5/8"
195
190
185
180
175
170
165
160
155
150
145
140
135
130
125
120
MAIN DECK
TANGENCY LINE OF BOTTOM OF SHIP
LONG'L #5
UPPER "C"
LONG'L #4
DOCKING LONG'L #3
LONG'L #2
LONG'L #1
DOCKING KEEL
INBOARD HEEL OF TWIN KEELS
32'-6"
12'-4 1/2"
11'-6"
12'-10"
16'-10 1/8"
19'-6"
35'-11"
37'-0"
36'-10"
36'-10"
LINE OF TANG
TORPEDO BHD #1
UPPER
TORPEDO
LOWER
HOLDING
MAIN CIRC. PUMP SUCT. SEA CHEST
MAIN INJECTION SEA CHEST
MAIN DIS. SEA CHEST
WING TANK FLOODING
WING TANK FLOODING
WING TANK FLOODING
WING TANK FLOODING
WING TANK FLOODING
6
5


ARRANGEMENT OF PIERS SHOWING
THE THREE SUCCESSIVE DOCKING POSITIONS OF VESSEL

℄ TURRET Nº2
℄ TURRET Nº1
115
110
105
100
95
90
85
80
75
70
65
60
55
50
45
40
1 ST. DOCKING POSITION
℄ OF PIER & FRAME NO. 100 (DATUM FR.)
3 RD. DOCKING POSITION
FRAME NO. 100 (DATUM FR.)
2 ND. DOCKING POSITION
FRAME Nº. 100 (DATUM FR.)
24
24
3-6
2-6
3-6
6'-0"
BOTTOM OF KEEL
FR. 44
12"
FR. 40
3'-0"
80#
70#
ARMOR BHD'S
BHD #2
BHD #4
DOCKING LONG'L #3
LONG'L #2
LONG'L #1
LONG'L #5
LONG'L #6
LOWER "B"
LINE OF TANGENCY
UPPER "C"
LOWER "C"
15'-6"
19'-8"
9'-7"
5'-11⅛"
MAIN INJECTION
SEA CHEST
MAIN INJECTION
SEA CHEST
DOCKING LONG'L #3
MAIN DIS.
SEA CHEST
LONG'L ARMOR BHD #3
TORPEDO BHD #2
WING TANK FLOODING
WING TANK
FLOODING
FR. 107


MAIN DECK
SECOND DECK
THIRD DECK
FIRST PLATFORM
SECOND PLATFORM
THIRD PLATFORM
NORMAL W.L.
34'-9¼" ABOVE BOTTOM OF KEEL
BASE LINE
BOTTOM OF KEEL
F.P.
35
30
25
20
15
10
5
FRAME SPACING = 4'-0"
LENGTH BETWEEN PERPENDICULARS = 860'-0"


MAIN DECK
2ND DECK
SPLINTER DECK
3RD DECK
MAXIMUM BEAM = 108'-3"
℄ OF SHIP
LONG'L Nº 1
LONG'L Nº 2
DOCKING LONG'L Nº 3
LONG'L Nº 4
LONG'L Nº 5
HOLDING BHD. Nº 4
ARMOR BHD. Nº 3
TORPEDO BHD. Nº 2
TORPEDO BHD. Nº 1
"P"-25#
"O"-25#
"N"-60#
NORMAL W.L.
"M"-60#
"L"-25#
"K"-25#
"J"-25#
"H"-25#
BILGE KEEL
BASE LINE
BOTTOM OF KEEL AMIDSHIPS
BASE LINE
F.K. 60# AMIDSHIPS. SEE DIAGRAM FOR CHANGE IN BOTTOM OF KEEL
℄ PIER
"A"-35#
"B"-35#
INNER PIER
"C"-45#
"D"-35#
"E"-45#
OUTER PIER
"F"-30#
"G"-25#
DIMENSIONS GIVEN IN OFFSETS

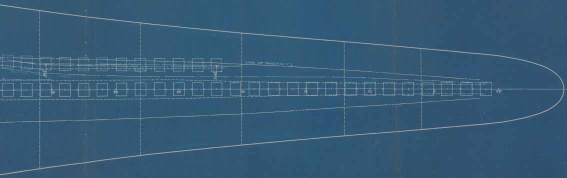
SECTION AT FR. 121
SHOWING EXTREME BEAM
SCALE ⅛" = 1'-0"

PRINCIPAL DIMENSIONS

LENGTH OVER ALL (MOLDED)..........
LENGTH BET. PERPENDICULARS AT DESIGNED W.L. (34'-9¼" ABOVE BOTTOM OF KEEL)..........860'-0"
LENGTH OVER ALL TAKEN FROM WORK..........
BREADTH EXTREME TO OUTSIDE OF PLATING..........APPROX. 108'-3"
(EXACT DIMENSION TO BE TAKEN FROM COMPLETED VESSEL)
DISPLACEMENT NORMAL..........
DRAFT AT NORMAL DISPLACEMENT..........
FRAME SPACING..........4'-0"
⦶ IS 24" AFT OF FRAME 107

FR. 30
12"
FR. 23
12"
FR. 10
12"
60#
60#
50#
40#
40#
30#
30#
BOTTOM OF KEEL

DIAGRAMMATIC LONG'L SECTION THRU FLAT KEEL
VERTICAL SCALE 3" = 1 FT.
HORIZONTAL SCALE ⅛" = 1 FT.


LINE OF TANGENCY
LONG'L
35
30
25
20
15
10
5
F.P.

OFFSETS FOR DOCKING

FR.	H.B. SHELL SIGHT EDGES LOWER C	H.B. SHELL SIGHT EDGES UPPER C	H.B. SHELL SIGHT EDGES LOWER E	H.B. SHELL SIGHT EDGES UPPER E	LONG'L Nº 3 H.B.	H.B. TORPEDO BHDS. Nº 3	H.B. TORPEDO BHDS. Nº 2	TANGENCY H.B.	BILGE KEEL OUTER EDGE H.B.	BILGE KEEL OUTER EDGE HTS.
4								3-7-3+		
6								4-2-3		
8								4-9-2+		
10								5-3-6+		
12								5-10-2		
14								6-4-4		
16								6-10-5		
18								7-4-3		
20							7-1-6	7-9-4		
22			6-7-0					8-1-7+		
24								8-5-6		
26								8-9-1		
28							7-1-6	8-11-7		
30							7-4-0	9-2-3+		
32							7-6-1+	9-4-6		
34				13-11-7+			7-8-3+	9-7-1		
36			6-7-0	14-7-4+		5-2-7	7-10-6	9-9-4		
38			7-4-3+	15-3-5		6-3-6	9-1-1+	10-0-1		
40			8-1-7	15-11-6		7-4-5	10-3-5	10-3-0		
42			8-11-2+	16-8-6		8-5-4	11-6-0	10-6-1+		
44			9-11-5+	17-6-1+		9-6-3	12-9-3	10-9-6		
46			9-5-0+	18-4-4+	5-3-2	10-7-2	14-1-7+	11-1-7		
48			10-6-3+	19-3-2	5-6-2	11-8-1	15-6-3+	11-7-0		
50	4-3-0	7-4-5+	11-7-5+	20-2-3	5-9-2	12-9-0+	16-10-7	12-1-0		
52	4-3-0	8-4-7	12-8-7+	21-1-6+	6-6-6	14-0-2	18-3-1+	12-8-2		
54	4-4-2	9-5-0	13-10-2+	22-1-2+	7-4-2	15-3-3	19-7-3+	13-4-4+		
56	5-2-2	10-5-1+	14-11-5	23-1-3	8-1-6	16-6-4	20-10-7	14-2-0		
58	6-0-2	11-5-3	16-1-0	24-1-2+	8-11-2	17-9-5	22-2-4	15-0-6		
60	6-10-2	12-5-1+	17-2-2+	25-1-5	9-8-6	19-0-6	23-5-5+	16-0-4		
62	5-5-0+ (P) 7-8-2 (S)	13-4-2	18-3-5	26-1-6	10-6-2	20-3-6	24-8-7+	17-1-2		
64	6-1-5	14-3-2+	19-4-7+	27-1-4	11-3-6	21-6-6+	25-9-1	18-2-6		
66	6-10-1+	15-2-3+	20-6-2+	28-1-2	12-1-2	22-6-7+	26-9-2	19-4-5		
68	7-6-5+	16-1-4	21-7-1	29-0-5	12-10-6	23-4-2+	27-9-2	20-7-0		
70	8-3-2	17-0-4+	22-4-1	29-11-5+	13-8-2	24-1-5	28-6-0	21-9-6+		
72	8-11-6+	17-11-5+	23-1-1	30-10-5+	14-5-6	24-11-0	29-2-4	23-1-4		
74	12-5-6	18-10-6	23-10-1	31-9-1	15-3-2	25-8-4	29-11-2	24-5-5		
76	13-3-0	19-9-6+	24-7-1	32-7-1	16-0-6	26-5-7+	30-8-0	25-10-2		
78	14-0-2	20-5-4	25-4-1	33-4-3+	16-10-2	27-3-3+	31-4-7	27-3-2		
80	14-6-6+	20-11-1	26-1-1	34-1-0	17-4-1	28-1-1	32-1-7+	28-8-5		
82	14-9-0+	21-4-5+	26-10-1	34-8-5	17-6-3	28-10-5+	32-10-7	30-2-2		
84	14-11-2+	21-10-2+	27-7-1	35-2-7	17-8-5	29-8-2	33-8-1+	31-8-0		
86	15-1-4+	22-3-7	28-4-1	35-7-6	17-10-7	30-5-6	34-5-3	33-1-5		
88	15-3-6	22-8-1+	29-0-3	36-0-3+	18-1-1	31-1-6	34-10-7+	34-6-5		
90	15-6-0	22-11-6	29-3-4+	36-4-5+	18-3-3	31-4-7+	35-0-4+	35-11-4	49-4-7	7-11-7
92	15-8-2	23-3-2	29-6-5+	36-8-3+	18-5-5	31-8-1	35-2-2	37-3-2+	50-9-7	6-4-1
94	15-10-3+	23-6-6+	29-9-6+	36-11-6	18-7-7	31-11-2+	35-3-7	38-7-1	51-2-7+	5-2-0
96	16-0-5+	23-10-2+	30-0-7+	37-3-1	18-10-1	32-2-4+	35-6-7	39-10-3	51-6-1+	4-2-5
98	16-2-7+	24-1-7	30-4-1	37-6-4	19-0-3	32-5-6	35-10-0	41-1-1	51-9-1+	3-4-2+
100	16-5-1+	24-5-3	30-7-2	37-9-7	19-2-5	32-8-7+	36-1-1	42-3-0+	52-0-0+	2-7-0+

FR.	H.B. SHELL SIGHT EDGES LOWER C	H.B. SHELL SIGHT EDGES UPPER C	H.B. SHELL SIGHT EDGES LOWER E	H.B. SHELL SIGHT EDGES UPPER E	LONG'L Nº 3 Nº 3	H.B. TORPEDO BHDS. Nº 3	H.B. TORPEDO BHDS. Nº 2	TANGENCY H.B.	INBD. HEEL OF TWIN KEELS H.B.	BILGE KEEL OUTER EDGE H.B.	BILGE KEEL OUTER EDGE HTS.
102	16-6-0	24-8-7+	30-10-3	38-1-1+	19-4-7	33-0-1	36-4-2	43-4-1		52-2-6+	1-10-2+
104		25-0-0	31-1-4+	38-4-4+	19-6-0	33-3-2+	36-7-3	44-4-0		52-5-4	1-2-3
106			31-4-5+	38-7-7+		33-6-4	36-10-4	45-2-2		52-8-0+	0-7-3+
108			31-7-6+	38-11-2		33-9-6	37-1-5	45-11-1+		52-8-7	0-3-1+
110			31-10-7+	39-2-5		34-0-7+	37-4-6	46-6-4		52-7-5	0-3-0
112			32-2-1	39-6-0		34-4-1	37-7-7	47-0-2+		52-7-3	
114		25-0-0	32-5-2	39-9-2+		34-7-2+	37-11-0	47-4-2		52-9-0	
116		25-1-3+	32-8-0	40-0-5+		34-10-4+	38-2-1	47-6-7		53-0-2	
118		25-3-5+		40-4-0+		35-0-7+	38-5-2	47-8-3		53-4-3	0-3-0
120		25-6-0		40-7-0			38-6-6+	47-9-1+		53-8-5	0-4-2
122		25-8-2+						47-9-0+		53-10-4	0-8-7+
124		25-10-4+						47-8-1+		53-11-2	1-3-3
126		26-0-7						47-5-7+			1-10-4
128	16-6-0	26-3-1						47-1-6			2-5-6+
130	16-7-0	26-2-6+						46-7-2			3-1-1+
132	16-8-4+	26-0-7+						45-10-4			3-8-4
134	16-10-1+	25-11-0						44-11-7			4-3-6+
136	16-11-6	25-9-1		40-7-0			38-6-6+	43-11-5+			4-10-5
138	17-1-2+	25-7-1+		40-8-1+			38-7-5	42-10-0			5-5-0
140	17-2-7+	25-5-2+		40-9-3+		35-0-7+	38-8-7	41-6-5+	17-5-4		5-11-2+
142	17-0-3	25-3-3+		40-10-3+		35-1-1	38-10-3	40-1-3+	17-0-3	53-11-2	6-5-3+
144	16-7-3+	25-1-4		40-11-1		35-1-3	39-0-3	38-6-5	16-7-3+	53-9-7+	7-0-2
146	16-2-4+	24-11-5		40-11-2+		35-1-5	39-2-3	36-10-3	16-2-4+	53-4-1+	7-8-4+
148	15-9-7	24-9-5+		40-10-7+		35-2-4+	39-4-7+	35-1-5	15-9-7	52-4-3	8-6-2
150	15-5-2	24-7-6+		40-10-2		35-5-6+		33-4-7	15-5-2	49-6-5	9-11-2
152	15-0-6+	24-5-7+	32-8-0	40-9-1		35-5-6+		31-8-1	15-0-6+		
154	14-8-4	24-4-0	32-7-7+	40-7-2+				29-11-5	14-8-4		
156½	14-3-1	22-9-4	32-7-1	40-3-6+				27-11-3	14-3-1		
158½	13-10-7+	22-5-4						26-5-0+	13-10-7+		
160½	13-6-6	22-1-4						25-0-0	13-6-6		
162½	13-2-6	21-9-4						23-8-0+	13-2-6		
164½	12-10-7+	21-5-4						22-5-2	12-10-7+		
166	12-8-1+	22-3-5			19-6-0			21-7-0	12-8-1+		
168	12-4-5	21-3-4+			18-9-4			20-5-2	12-4-5		
170	12-1-2	20-4-3			18-1-0			19-4-6+	12-1-2		
172	11-10-0	19-9-7+			17-4-4			18-5-1	11-10-0		
174	11-7-1	19-2-6			16-8-0+			17-6-4	11-7-1		
176	11-4-4+				15-11-6			16-8-6+	11-4-4+		
178	11-2-3+				15-3-3+			16-0-1	11-2-3+		
180	11-0-6+				14-7-1			15-4-3+	11-0-6+		
182								14-9-5+	10-11-5		
184								14-3-4+	10-10-6+		
186								13-10-0	10-10-2+		
188								13-4-4+	10-10-0+		
190								12-11-1	10-10-0+		
192								12-5-3	10-10-1		
194											
196											

ALTERATIONS

MARK	PANEL	MADE BY	CHK'D BY	DESCRIPTION	APP'D BY	DATE

GENERAL NOTES

1.- ALL VERTICAL DIMENSIONS ARE GIVEN ABOVE BOTTOM OF KEEL PLATE AMIDSHIPS.

2.- ALL DRAFT MARKS ARE MEASURED FROM A DATUM LINE, 2" BELOW MOLDED BASE LINE OF SHIP, THE 2" REPRESENTING THE THICKNESS OF FLAT KEEL AMIDSHIPS.

3.- ALL ATHWARTSHIP DIMENSIONS ARE HORIZONTAL HALFBREADTHS AND NOT GIRTHS.

4.- CENTERLINE BLOCKING TO BE ARRANGED IN PIERS OF THREE 14" BLOCKS EACH, THRUOUT THE LENGTH OF KEEL, WITH CLEAR DISTANCE OF 30" BETWEEN PIERS. SIDE PIERS ARRANGED OPPOSITE CENTERLINE PIERS.

5.- FOR 1ST DOCKING: FRAME № 100 (DATUM FRAME) IS PLACED OVER ℄ OF A THREE BLOCK PIER.
FOR 2ND DOCKING: FRAME № 100 IS PLACED 24" FORWARD OF ℄ OF PIER.
FOR 3RD DOCKING: FRAME № 100 IS PLACED 24" AFT OF ℄ OF PIER.
THIS SHIFT IN THREE SUCCESSIVE DOCKINGS PERMITS ACCESS TO ENTIRE SHELL OF VESSEL FOR PRESERVATION WORK. THEREAFTER THE CYCLE IS REPEATED FOR OTHER DOCKINGS.

6.- HARD CAP BLOCKS OF NOT LESS THAN SIX INCHES THICK TO BE USED THRUOUT.

7.- AT LEAST FOUR PIERS WHERE THE PIVOTING LOADS ON LANDING AND LIFTING WILL COME, ARE TO BE CRIBBED TO INSURE STABILITY OF THE BLOCKS AGAINST TIPPING.

8.- ONE OR MORE PIERS SHALL BE SET FORWARD AND AFT OF ALL KEELS TO INSURE SUPPORT IN CASE THE VESSEL IS LANDED FORWARD OR AFT OF THE POSITION INTENDED.

9.- OUTBOARD PIERS UNDER "E" STRAKE P/S TO BE REARRANGED FOR 2ND & 3RD DOCKING POSITIONS TO CLEAR WING TANK OPENINGS.

10.- INSPECT THE RUDDER AND OTHER HOLLOW APPENDAGES IN ACCORDANCE WITH ART. 1122 OF THE CONSTRUCTION & REPAIR MANUAL. IF EVIDENCE OF LEAKAGE EXISTS, REPAIR & AIR TEST IN ACCORDANCE WITH ART. 627 OF THE C.& R. MANUAL.

11.- WHEN THE PIER SYSTEM IS NOT AVAILABLE FOR THE SIDE DOCKING KEELS, THE BLOCKS SHALL BE SPACED 2'-0" CENTERS WITH 15 FEET OF SOLID PACKING AT EACH END.

12.- ALL DIMENSIONS SUBJECT TO FINAL CHECK FROM VESSEL WHEN IN DRY DOCK.

PRELIMINARY

REFERENCES

1. GENERAL SPECIFICATIONS - APPENDIX 16.
2. BU. C.& R. LET. № N16-8 (DF) EN7/A2-11 OF SEPT. 9, 1937.
3. " " " " " " S7/S1-3 (TB) EN7/A2-11 OF APRIL 9, 1938.
4. " " " " " " N16-8 (TB) EN7/A2-11 OF MAR. 23, 1939.
5. BU. C.& R. MEMO OF MARCH 23, 1939. "DRY DOCK BLOCKS."
6. BU. C.& R. LET. № S7/S1-3 (DS) EN7/A2-11 OF JAN. 15, 1940.

PRINTS

ISSUED TO	DATE	B.P.	DATE	B.P.	DATE	B.P.	DATE	B.P.	DATE	B.P.	DATE	B.P.	DATE	B.P.	DATE	B.P.	DATE	B.P.	DATE	B.P.	DATE	B.P.
BU. OF SHIPS																						
BU. YARDS & DOCKS		2		2																		
PEARL H.		2		2																		
MARE IS.																						
P.S.		2		2																		
CHAR.																						
BOST.		2		2																		
NORF.																						
PHIL.																						
M-58		2		2																		
M-60		1		1																		
M-62																						
SHOP 61		1		1																		

BB61-U.S.S. IOWA BB64-U.S.S. WISCONSIN
BB62-U.S.S. NEW JERSEY BB65-
BB63-U.S.S. MISSOURI BB66-

DOCKING PLAN

PLANNING DIVISION
NAVY YARD, NEW YORK

DRAWN BY J. KEEFE CHECKED BY
TRACED BY J. KEEFE IN CHARGE
SCALE: 1/8" & 1/2" = 1 FT.
PRINCIPAL NAVAL ARCHITECT

APPROVED

DATE
ASSISTANT DESIGN SUPERINTENDENT

N.Y. № BB61-6-0700AA

BASIC C.& R. № 351753

0700AA

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